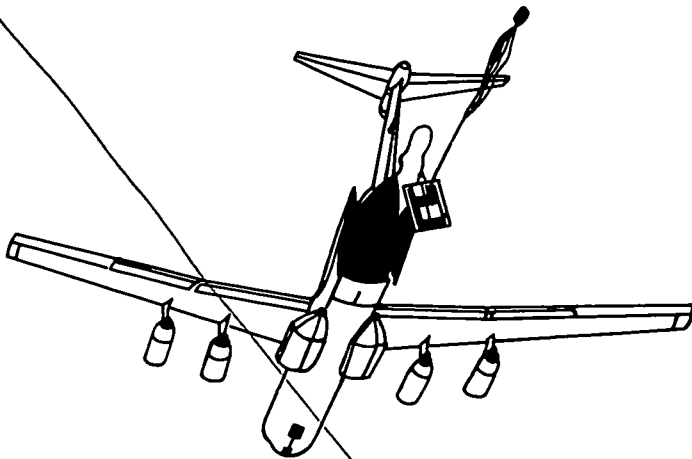


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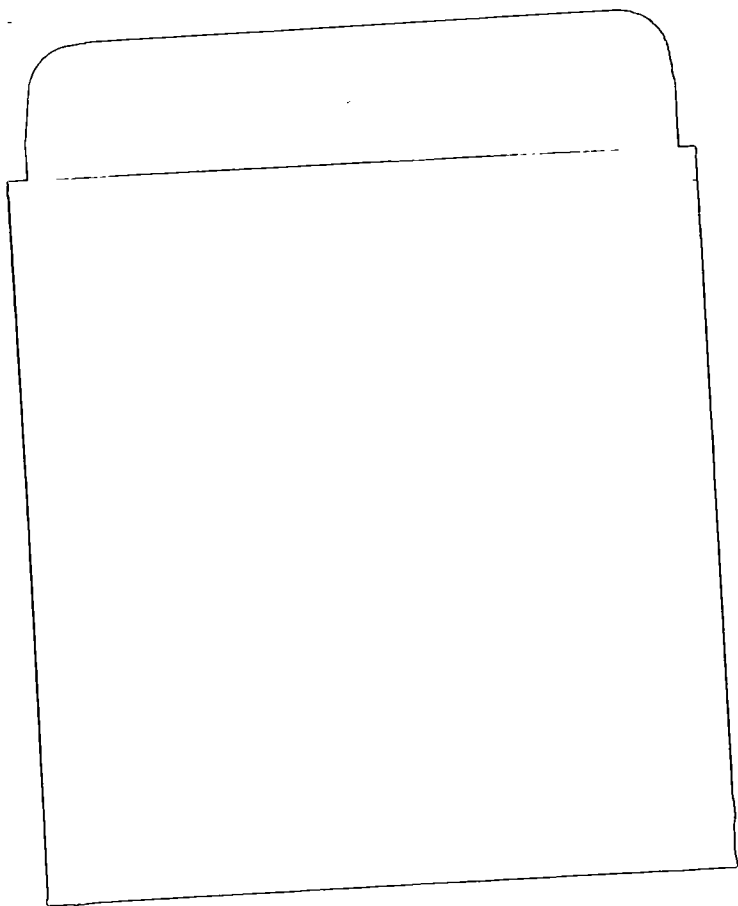
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AIRLIFT JOINT
REFERENCE GUIDE

Support of Contingency Forces by Air Lines of Communication

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MAY 1976





TEST PUBLICATION REVIEW

This test publication is provided to disseminate the latest guidance on airlift support of units engaged in contingency operations, or training for such activities. Users of this publication are requested to consider it a joint service-wide coordination manuscript and submit recommended changes or comments to the Commander, US Army Logistics Center, ATTN: ATCL-CDL, Fort Lee, Virginia 23801; or to Headquarters, Military Airlift Command (XPPD), Scott Air Force Base, Illinois 62225. Comments should identify the page, paragraph, and line affected and specifically state the recommended wording. It should also present a rationale for the proposal. Service schools are further requested to submit their distribution requirements for the first year of publication if different from the school's standard requirement for publications of this identification number.



FOREWORD

This publication contains general reference guidance for further research by commanders, planners, and staff officers involved with the deployment, support, and recovery of contingency forces by airlift. The references serve as the current basis for planning and execution of contingency movement operations. While this publication does not include detailed information and its use without recourse to other reference publications is limited, it does provide a compendium of existing guidance designed to facilitate effective planning and coordination of joint contingency airlift operations.

It should not be necessary for persons involved with the deployment, support and recovery of contingency forces by airlift to possess all of the publications listed in appendix A. Users should have only those publications which this manual indicates are directly related to their job functions.



FM 55-19 (TEST) }
AFP 76-17 (TEST) }

DEPARTMENTS OF THE ARMY
AND THE AIR FORCE
WASHINGTON, D. C., 31 May 1976

SUPPORT OF CONTINGENCY FORCES BY AIR LINES OF COMMUNICATION

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CHAPTER 1

INTRODUCTION

1-1. Purpose

a. This publication contains fundamental, procedural reference information associated with the phases of air logistics operations involved in the support of contingency forces by air lines of communication. It provides broad guidance pertaining to the movement of supported service personnel, impedimenta, and equipment in Air Force aircraft. Its references pertain to the procedures and techniques employed in the preparation for and execution of predeployment and deployment operations, follow-on support, theater air logistics, retrograde airlift, aeromedical evacuation and redeployment movements.

b. Information from existing publications is briefly described to provide readers with an overview of the functional activities involved in each phase of an air logistics operation. A table of publications pertinent to the air logistics phases discussed in the respective chapters of this publication is provided in appendix A.

1-2. Scope

a. This publication is applicable at all levels of command as a planning aid and reference to detailed directive and procedural guidance on air logistics operations included in other pertinent publications.

b. The guidance contained herein is applicable to training exercises, nuclear or nonnuclear war, general war, limited war or cold war situations, and other contingencies. It is applicable in all climatic and threat environments.

1-3. Definitions

The brief definition of terms listed below applies to the word usage in this publication and is intended to conform with standard joint definitions as expressed in other publications, such as JCS Pub 1, AR 310-25, AR 310-50, AFM 11-1, Vol I, and AFM 11-2.

a. Predeployment preparation—all planning, training, and preparatory activities prior to the date for execution of an order to move by air.

b. Deployment—The relocation of forces to desired areas of operation.

c. Employment—the tactical usage of aircraft in a desired area of operation.

d. Retrograde cargo—cargo being returned from an overseas command to the Continental United States.

e. Evacuation—the process of moving any person who is wounded, injured, or ill to and/or between medical treatment facilities.

f. Redeployment—The transfer of a unit, an individual, or materiel deployed in one area to another area, or to another location within the area, or to continental United States, for purpose of further employment.

g. Supported service—the service whose forces or equipment are being moved by airlift not assigned to that service.

h. Supporting service—the service providing airlift support to the supported service.

1-4. Recommended Changes

a. This publication is written in general terms that allow independent update and revision of specific guidance in the referenced supporting publications.

b. Changes to this publication will be made when revision of the referenced publications significantly affects its broad guidance, or when new developments dictate. Users of this publication are encouraged to recommend changes and submit comments for its improvement. Comments should be keyed to the specific page, paragraph and line in which the change is recommended. Reasons will be provided for each comment to insure understanding and complete evaluation. Recommended changes should be submitted to the Commander, US Army Logistics Center, ATTN: ATCL-CDL, Fort Lee, Virginia 23801, or to Headquarters Military Airlift Command (XPPD), Scott Air Force Base, Illinois 62225.

1-5. Background

a. Among the lessons learned from the war in Vietnam was an increased awareness of the universal use of airlift in support of all activities requiring the movement of personnel, equipment and supplies. No longer was airlift an exclusive transportation mode, nor was the planning and implementation of its use limited to a few highly specialized technicians. Troop units of all sizes were moved by air as an integrated force to the area of combat operations. They were resupplied by air land and air drop techniques. Their wounded were evacuated within the theater, as well as to the United States, by air. As the war progressed, an increasing volume of high-dollar value repairable items of materiel was air transported in retrograde operations to offshore points, where the equipment was reconditioned and returned by air to combat service. Finally, with the cessation of hostilities, US Forces were redeployed to their home stations by air.

b. In the current world environment, the possibility exists that US forces may momentarily be deployed to contingency areas on a worldwide basis. To be effectively responsive, these forces

must be capable of mobilizing with minimal time for preparation. Contingency planning and pre-alert preparation for deployment are mandatory.

c. Numerous publications containing policies, doctrine, and procedural guidance were published during and since the Vietnam war. This guide is a compendium of those publications. It has been developed to provide commanders and staff officers with a tool that will enable them to refer to the appropriate publication for the guidance needed to act effectively and knowledgeably in the phase of air movement operations that is their immediate or future concern. The more pertinent publications are listed in appendix A. The table cross references the applicable chapters.

d. This publication is not an authority in itself. It serves as a reference guide for further research. In its development, some voids were identified. Action has been taken to close those voids through changes to the appropriate referenced publications. As other shortcomings are identified and new procedures are developed, changes to the referenced publications should be submitted in accordance with paragraph 1-4b.

CHAPTER 2

PRE-DEPLOYMENT

2-1. General

This chapter pertains to the air mobility planning and training activities conducted by organizational staffs and subordinate units leading up to the final preparation of personnel, equipment and cargo for strategic air movement at the beginning of marshaling area activities. It provides general guidance identifying areas of responsibility and requirements for coordination between the supported and supporting elements to insure complete preparation and mutual readiness for deployment to an area of operations.

2-2. Predeployment Planning

a. Unit commanders and organization staffs begin planning for deployment by air movement as early as practicable in the life cycle of the organization. The goal is to achieve the standards of readiness prescribed in AR 220-1, AFR 28-42, and AFM 28-40, and make all preparations possible prior to receipt of the warning order which alerts the unit for deployment, as prescribed in AR 220-10. Unit movement coordinators (UMC) are appointed on staffs at division and installation level in accordance with FORSCOM Reg 55-1 and unit movement officers (UMO) are appointed at company and separate detachment level to prepare movement plans and coordinate movement related activities. These officers perform the duties outlined in FM 55-12/AFM 76-6, Air Force major unit commanders, subordinate unit commanders, and mobility officers perform similar movement preparation and coordination tasks outlined in Air Force mobility publications.

b. Load plans are prepared for each vehicle showing the stowage location of all organizational equipment, cargo, and individual baggage. The plans include estimates of requirements for shoring materials and arrangements for obtaining these materials on short notice. AR 59-106/AFR 76-7 places the responsibility for preparing cargo for air movement on the supported service. UMC, UMO, and Air Force mobility personnel develop plans for cargo preparation in accordance with FM 55-12/AFM 76-6, TM 55-450 series, TM

38-250, US Air Force mobility directives, TACM 400 series, and MACR 55-26. It is imperative that maximum use of available aircraft space be made, within the limits of the aircraft's allowable cabin load (ACL). Full use of all available cargo space on each vehicle, within prescribed limits, is made before planning the use of pallets and containers to be loaded separately on the aircraft.

c. Unit movement data (numbers of personnel, dimensions, weight, and cube of cargo and equipment, description of unusual cargo; and nomenclature and model number of vehicles and large items of equipment) are developed by the supported unit to meet the requirements of Air Force mobility publications, AR 220-10, FM 55-12/AFM 76-6, and the Computerized Movement Planning and Status System (COMPASS) outlined in FORSCOM Reg 55-1. MAC uses this data in its initial planning in accordance with MACR 28-2 to determine the number and types of aircraft required to move each supported unit the specified movement distance for each contingency plan.

d. The supported service establishes the relative priority and sequence of movement of units, personnel, cargo, and equipment as required by AR 59-106/AFR 76-7, FM 55-12/AFM 76-6, and Air Force mobility publications.

e. Aircraft load plans are developed at the supported unit level with the assistance of qualified Air Force personnel. This assistance may be provided as a part of the MAC Affiliation Program, wherein supported elements affiliated with a MAC wing may directly request the assistance. Those units not affiliated with a wing may request planning and training assistance through command channels. Aircraft load planning is performed initially to provide the planners with a basis for establishing detailed requirements for aircraft, shoring materials, pallets and special loading and blocking equipment. The supported service has the responsibility of planning and procuring air loading shoring materials. Both supported and supporting services have the responsibility of controlling the use of pallets, nets, and

special equipment in accordance with AR 59-18/AFR 76-13. While jointly planning aircraft loads, the load plans of the individual vehicles to be transported are reviewed to insure that all allowable vehicle cargo space is utilized before planning to use separately loaded pallets and containers. FM 55-12/AFM 76-6 contains guidance on the preparation of equipment and supplies and the loading of vehicles. Publications applicable to aircraft load planning are listed in appendix A.

f. Standing operating procedures (SOP) are developed at all levels of command to insure that preparatory actions leading to the air movement of the component elements of a command cover every requirement of the operation. Division and installation SOP include the organization of the departure and arrival airfield control groups (DACG/AACG). The functions of the Army DACG/AACG and their relationships with the Air Force airlift control element (ALCE) are covered in MACR 28-2, MACR 55/7, MACR 55-25, FM 55-12/AFM 76-6, and FM 57-1/AFM 2-51. The SOP also designates the sites for the marshaling area, and ramp area, and prescribes the routes, traffic control and maintenance and communications support to support and control movement to the departure airfield. Air Force unit mobility operating procedures (MOP), included in deployment planning documents, provide similar mobility air terminal functional and procedural guidance. Details are found in TACM 400 series.

Note. For the purpose of this publication, the US Army terms "DACG" and "AACG" are intended to be synonymous with the titles of the functional control units of the other armed services, e.g., Mobility Control Center (MCC) of the US Air Force.

g. Air movement planning data originates at the unit level. It is used as input for automated management information systems, such as COMPASS, which provides planning information at the higher echelons. The data also provides input for automated systems which are capable of providing the unit with an electronically produced detailed loading plan diagram and manifest for each plane-load. The effectiveness of these systems is dependent upon the accuracy and currency of the input data originating at unit level. Each unit establishes routine manual procedures to develop a file of data identifying personnel movement requirements and the nomenclature, serial number, weight and dimensions of each major item of equipment. These files are kept current as changes occur. Specific instructions for preparing and

maintaining this data is contained in FORSCOM Reg 55-1 for COMPASS and in local and other service directives for automated load planning systems.

h. Upon notification of an alert through a warning order, joint planning for air movement enters its final stages. Representatives of all components usually meet in a joint planning conference called by the senior commander of the elements to be transported. FM 55-12/AFM 76-6 specifies the materials and data that each participating element contributes to the joint planning conference and identifies the plans and tables to be jointly prepared. MACR 28-2 contains guidance on assigning, scheduling, and routing aircraft and establishing an orderly flow. MACR 55-25 provides guidance for the planning of ALCE.

i. Concurrently with final planning, final preparatory actions are taken. Vehicles and equipment are cleaned and inspected and deficiencies corrected. The vehicles are loaded in accordance with vehicle loading plans and markings, notices, and certificates are affixed to the vehicles as required by FM 55-12/AFM 76-6. Cargo is prepared in accordance with TM 38-250/AFM 71-4, as supplemented by MAC, and TM 38-236/AFP 71-8.

2-3. Predeployment Training

This paragraph covers training in the following areas: unilateral, MAC affiliation, and joint airborne/air transportability.

a. Unilateral training pertains to the internal training of units in preparation for movement by fixed wing aircraft. Unit training includes the training requirements defined in Army Subject Schedule 55-44. The training includes, but is not limited to, the following subjects:

(1) The responsibilities of personnel of the unit as identified in FM 55-12/AFM 76-6.

(2) The responsibilities of MAC and the cargo and troop carrying capabilities of airlift aircraft. Pertinent references are the Air Force, MAC, and TAC publications listed in appendix A.

(3) The essentials of packing, crating, marking, palletizing, shoring, loading, tie-down, and documentation of cargo wheeled and tracked vehicles. Refer to AR 220-10, and publications listed in Army Subject Schedule 55-44.

(4) The preparation of hazardous materials for air transportation, to include ammunition and

nuclear materials, is described in TM 38-250/AFM 71-4.

(5) Use of DOD Air movement planning forms, charts and graphs. See TM 55-450-15 for details.

(6) The principles of marshaling and departure air field procedures, to include the processes whereby a unit completes final preparation for air movement. Refer to FM 55-12/AFM 76-6, and TM 55-450-15 for details.

(7) The interface between the departing unit and the DACG (or similar functional control unit), when the ALCE assumes control, and when control is passed to the aircrew. Control of the airlifted resources revert to the unit commander upon release by the AACG at the arrival airfield. Training and responsibilities of DACG/AACG are contained in FM 55-12/AFM 76-6, and FM 57-1/AFM 2-51. ALCE training and responsibilities are defined in MACR 55-25, FM 55-12/AFM 76-6, FM 57-1/AFM 2-51. Training and responsibilities of Air Force control functions are contained in Air Force mobility publications.

(8) The purpose and responsibilities of US Army Path Finders and USAF Combat Teams (CCT). Army Subject Schedule 55-44, FM 1-100, FM 57-35 and FM 57-38 describe pathfinder operations. AFM 3-3, MACR 28-2, MACR 55-141 and FM 57-1/AFM 2/51 describe CCT training and procedures.

(9) Individual units receive practical training and experience in the above areas through local classes and mobility exercises, using mockups (actual size) of transport aircraft for on and offloading. Transport aircraft are used for unilateral training on an as required/as available basis. Joint exercises are used to train and evaluate force capabilities.

b. The MAC affiliation program is a personal liaison between the affiliated units and MAC. These units are listed in chapter 4, MACR 55-7. Initial training is accomplished through staff seminars and planning sessions during which unit movement plans are reviewed. Identification of airlift requirements form the basis for classroom instruction and load training. This affiliated training identifies potential unit loading and airlift problems, so that action can be taken to resolve them.

(1) Affiliation program objectives are to—

(a) Assure faster reaction to contingencies.

(b) Develop an awareness of each other's mission, capabilities, and requirements.

(c) Provide closer liaison between the airlift user and MAC, at all levels, to insure early detection of mobility problems.

(d) Provide joint training to assure that harmonious work routines and schedules are developed.

(e) Establish a quick reaction, unified team effort when short notice exercise or contingency airlift is required. The affiliated MAC wing is normally assigned the onload ALCE responsibility for movements involving their affiliated unit. Prior commitments may require the formation of a composite ALCE.

(2) Dependent upon the availability of resources, each affiliated unit is exercised twice yearly, in addition to unilateral training. When feasible, multiple unit exercises are conducted. These exercises include the development of complete air movement plans and the implementation of select portions of unit plans by staging and loading designated units of the exercised organization.

(3) Unit personnel familiarization instruction includes—

(a) Types of airlift aircraft.

(b) Joint inspection of loads.

(c) Preplanning.

(d) Tie-down devices.

(e) Ground and inflight safety.

(f) Restraint principles.

(g) Weight and Balance.

(h) Inflight procedures.

(i) Hazardous materials.

(j) Assault missions.

(k) Individuals and load master responsibilities for onload and offloads.

(l) Demonstration and student participation in actual on/off loading.

(m) Utilization of the aircraft's airlift capability.

c. Joint Airborne/Air Transportability Training (JA/ATT) is authorized and defined in DOD 4515.13R, MAC Operations Order 5 and MACR 55-7. It is accomplished on cargo and personnel airdrop missions; assault and airland operations of airborne troops and air transportable units; loading exercises; and joint maneuvers agreed to by the services, or as authorized by the JCS. Even though the JA/ATT and the affiliation program are separate entities, they closely complement each

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other. Accordingly, the majority of affiliation training activities can and should be accomplished in conjunction with scheduled JA/ATT missions. Scheduling of JA/ATT is accomplished at a

monthly joint forces allocation and coordination conference which includes confirmation of allocation of MAC participation with user forces and forecasts for succeeding months.

CHAPTER 3

STRATEGIC DEPLOYMENT

3-1. General

This chapter outlines the procedures applicable to the administrative movement of individual personnel, materiel, or units, normally from CONUS origin to a destination within an overseas theater or contingency area. The procedures also apply to strategic movement between overseas areas or theaters. Tactical airlift operations from the CONUS or within theaters or contingency areas are discussed in chapter 4.

3-2. Preparation of Equipment and Supplies

Prior to the airlift operations all equipment and supplies are processed for the move. This processing includes the reduction in height and width of vehicles (if required), loading of general cargo in the vehicle cargo compartment, prescribed disassembly of equipment, marking and weighing vehicles and outsize items, checking fuel tanks of vehicles, preparing hazardous materials, and manifesting for movement. The details of these procedures are found in FM 55-12/AFM 76-6, FM 55-13/AFM 76-12, FM 57-1/AFM 2-51, TM 55-450-15, TM 55-604, and TM 38-236/AFP 71-8, TM 38-250/AFM 71-4, TACM 400 series, and MACR 55-26.

3-3. Preparation of Personnel

Air movement of personnel demands detailed and close coordination between the transported unit and the transporting unit. The troop commander takes action to insure proper control and movement of personnel loads through the various activities of the departure airfield operations, i.e., marshaling, alert holding, call forward, and loading ramp areas. See AR 59-106/AFR 76-7, AFR 76-21, FM 55-12/AFM 76-6, TM 55-450-15, TM 55-604, AR 220-10, TACM 400 series for detailed guidance.

3-4. Departure Airfield Control Group (DACG) Activities

a. The deploying unit establishes liaison with the DACG, performs final preparation of equip-

ment, secures the required shoring materials, prepares personnel and cargo manifests, assembles aircraft loads, briefs troop commanders (the senior member of the supported unit in each plane-load), and passes control of loads to the DACG at the alert holding area. See FM 55-12/AFM 76-6, and FM 57-1/AFM 2-51 for guidance.

b. The DACG maintains liaison with the deploying unit and arranges with the Airlift Control Element (ALCE) for technical assistance required by the deploying unit. An ALCE is a team of qualified Air Force personnel established to control, coordinate and report Air Force airlift operations at a base where normal MAC airlift control facilities are either not established or require augmentation. The DACG also establishes communications, as required for control between its areas of operation, calls aircraft loads forward from the marshaling area, and assumes control in the alert holding area. In the call forward area, established by the DACG, a joint Army/Air Force inspection of loads and manifests is conducted and the DACG escorts the loads to the loading ready line when notified by the ALCE. Details of these activities are contained in FM 55-12/AFM 76-6, FM 57-1/AFM 2-51, and Air Force mobility publications.

c. Once the final briefings and joint inspections have been completed in the call forward area, the deploying force proceeds to the loading ready line by their designated chalk/increment numbers. At this point, the responsibility for movement control passes from the DACG to the ALCE. MACR 55-25 provides procedural guidance for the employment of ALCE in support of MAC airlift operations. It also provides the on-scene ALCE personnel with a detailed listing of functions to be performed, planning and operating considerations, organizational guidance, airfield survey criteria, display board systems, and other pertinent items of specific interest to those personnel operating in the field. Time and schedule permitting, ALCE arrive at their appropriate operating locations at least 48 hours prior to the first scheduled aircraft arrival. Additional information, pertaining to

ALCE manning, training and functional responsibilities, is contained in MACR 28-2 and MACR 55-7.

d. When the mission aircraft are fueled and configured for loading, the ALCE ramp coordinator briefs the joint loading team on the location of the aircraft and instructs the team to proceed to the aircraft with its scheduled chalk/increment. The size and composition of the joint load team varies depending on the type unit being loaded; however, the normal or standard load team consists of five supported force personnel and two MAC aerial port personnel. Personnel identified for load team duties must receive extensive training in cargo/vehicle preparation, aircraft characteristics and configurations, tie down devices, restraint requirements, vehicle movement in and around aircraft and safety procedures associated with aircraft loading. This training is provided by qualified MAG ALCE cadre personnel during formal classroom training and static loading exercises. Airframes to support this training requirement are requested by the user through the joint airborne/air transportability training program for affiliated units. FM 55-12/AFM 76-6 outlines duties and responsibilities of joint load teams. MACR 55-7 establishes the requirement for load team training through the MAC Affiliation Program.

e. Once the joint load team and scheduled chalk/increment have arrived at the designated aircraft, actual loading operations are directed and supervised by the aircrew loadmaster. The aircraft commander is the final authority for acceptance of the load; however, the shipper is responsible to insure that all cargo has been prepared in accordance with applicable directives and that accurate, corresponding documentation is provided. A thorough understanding of, and compliance with, TM 38-236/AFP 71-8, TM 38-250/AFM 71-4, AFR 76-21, and other applicable directives, by the Unit Movement Officer/NCO, and attention to detail during load preparation, will insure a smooth flow through the DACG system and prevent delays during actual loading operations. MACR 55-1 provides detailed information on the authority and responsibilities vested in the aircrew loadmaster and aircraft commander.

f. During actual aircraft loading operations, the designated troop commander receives his final briefing from the aircraft commander or his representative. This briefing reiterates the troop commander's responsibilities during flight and during any scheduled or unscheduled en route landings.

The briefing stresses those aspects of AFR 60-14 and MACR 55-37 pertaining to preventing or resisting hijack. Additional detailed information on the duties of the troop commander is contained in FM 55-12/AFM 76-6, MACR 28-2, MACR 55-141, TACM 55-130 and Air Force mobility publications.

g. Deployment procedures, as discussed in *a* through *f* above, are modified if the deploying unit is to conduct airborne or assault landing operations in the objective area. These procedures, as outlined in FM 57-1/AFM 2-51, are discussed in chapter 4.

3-5. En Route Stops and Diversions

a. During any scheduled en route stop for refueling or aircrew change, the mission is under the control of an ALCE or en route facility. If scheduled ground time permits and if facilities are available, troops deplane for feeding, etc. During such stops, the troop commander is responsible for the control of his troops and must insure that the provisions of AFR 60-14 and MACR 55-37 are complied with. He maintains close coordination with the ALCE to insure that his troops are assembled and ready for loading prior to the scheduled departure time.

b. If an unscheduled landing is required at an en route or offline airfield due to adverse weather or aircraft emergency, the circumstances of the event will dictate procedures to be followed by the aircrew and troop commander. If the unscheduled landing occurs at a military installation the aircraft commander and troop commander will normally be able to coordinate with appropriate military facilities for feeding and billeting, if required at a civil airfield, the responsibilities of the aircraft and troop commanders are compounded. In addition to arranging for feeding and billeting of the troops, the troop commander may be required to appoint security guards for equipment and supplies accompanying the troops. The aircraft commander assists the troop commander in arranging these requirements. These two individuals must maintain close coordination to insure that the troops are assembled for loading when the aircraft is ready to depart.

3-6. Arrival Airfield Control Group (AACG) Activities

a. *Offloading Ramp Area Activities.* The offloading ramp area activities are controlled by the

ALCE. The loads are offloaded from the aircraft and released to the AACG for return to unit control. The troop commander provides assistance to the aircraft loadmaster and follows the instructions of the ALCE representative. The troop commander also insures that all aircraft tiedown equipment, pallets, nets, etc., are left at the aircraft or turned over to the AACG for return to the ALCE. The manifest and shoring will be turned in to the AACG as prescribed in FM 55-12/AFM 76-6.

b. Arrival Airfield Control Group.—The AACG maintains coordination with the deploying unit and the ALCE, insures that load teams are avail-

able, accepts each aircraft load from the ALCE at an established release point and obtains a copy of the manifest from the ALCE. The AACG provides facilities for the deploying units as determined during the joint planning conference. They maintain records on personnel and equipment received and cleared, recover shoring for storage and future use, and insure that all aircraft tiedown equipment, pallets, nets, etc., are left at the aircraft or returned to the ALCE. The AACG also provides fuel, oil, and minor maintenance for transported vehicles. Guidance on these matters is contained in FM 55-12/AFM 76-6, and FM 57-1/AFM 2-51.



CHAPTER 4

THEATER AIR LOGISTICS OPERATIONS

4-1. General

This chapter pertains to air logistics operations conducted within a theater of operations or contingency area. It covers airland and airdrop logistics operations as well as the resupply and replacement of forces and equipment originating from within and outside the area of operations.

4-2. Airlift

AFM 1-1 states that airlift forces are used for the rapid deployment of military forces worldwide; and strategic and tactical airlift support those deployed forces.

a. Strategic airlift operations support all DOD agencies and allies and provide continuous or sustained air movement of units, personnel, and material between the US and oversea areas, between area commands, and within an area when directed. Strategic airlift forces also possess the capability to provide global aeromedical evacuation and to augment theater airlift forces, including those engaged in combat operations.

b. Tactical airlift operations support DOD agencies and allies and provide sustained, immediate, and responsive air movement and delivery of combat troops and supplies directly into objective areas, operating as far forward in the combat zone as requirements demand. Tactical airlift operations are also conducted to provide primary area logistical airlift including movement of supplies, equipment, units, personnel, refugees, and patients. Tactical airlift forces have the capability to augment strategic airlift operations.

4-3. Airlift Command and Control

Airlift forces may be employed as a USAF component of a joint command, subordinate unified command, or unified command, or they may be employed independently. Within a theater of operations, tactical airlift is normally assigned to the AF component commander of a unified command, subordinate unified command or a joint task force. FM 100-27/AFM 2-50 states that the unified command establishes priorities and assigns to

component commanders tasks which will best accomplish the overall mission.

a. *The Theater Tactical Airlift Allocation System.* FM 100-27/AFM 2-50 states that tactical airlift capability will be allocated to component commanders by sortie, gross tonnage, or a combination of both. Normally, the component commanders submit airlift requirements at specified intervals to the unified command. Concurrently, the airlift force commander develops and submits a daily airlift capability estimate through the Air Force component commander to the unified command. The unified command may activate a Joint Transportation Board (JTB) which allocates the airlift capability to best accomplish the overall mission.

b. *Theater Tactical Airlift Request System.* In accordance with FM 100-27/AFM 2-50, the Tactical Air Control System (TACS). The TACS is the center for all air control functions in the area of operations. The Airlift Control Center (ALCC) is subordinate to the TACC and is concerned with the detailed execution of tactical airlift operations. The Direct Air Support Center (DASC) is also subordinate to the TACC and is collocated with the Army Tactical Operations Center (TOC) of the corps or independent division. Tactical Air Control Parties (TACP) are the lowest element of the TACS and are collocated with Army tactical elements at division, brigade, and battalion levels. The priority of allocation of airlift resources is determined through coordination between the Air Force and other service component commanders and authorized by the force commander. TACC may allocate part of its airlift resources to the DASC(s), or it may retain and execute centralized control of all resources through its ALCC. There are four methods through which combat commanders may request airlift support.

(1) *Direct method.* A request for emergency airlift for combat support missions can originate at any Army level and be passed to the command level having approval authority, usually the TOC. The request is passed by the TACP through Air Force TACS communication facilities, over the

immediate air request net to the TACC/ALCC. TACP at intermediate levels monitor and acknowledge receipt of each request. The TACP airlift officer in coordination with the G-3 at the TOC, determines whether the airlift resources allocated to the DASC by the TACC/ALCC can be used efficiently to accomplish the mission. Emergency requests which exceed the resources of the DASC are received at the TACC which directs the ALCC to execute the mission. The ALCC coordinates and executes the normal airlift requirements generated by a joint request system and the emergency airlift requirements passed over the immediate air request net. Airlift Control Elements (ALCE) are positioned to provide mission control of airlift forces at on-load and off-load bases. These may be tactical air bases in the rear area or in the combat area at corps, division and brigade level. Combat Control Teams (CCT) provide air traffic control at austere airfields and at landing, extraction and drop zones near the forward edge of the battle area.

(2) *Indirect method.* The second method whereby a unit can obtain airlift for movement of cargo is by entering it into the aerial port. The cargo must be approved and accepted by the airlift clearance authority before it can be entered into the aerial port system. The aerial port unit submits a daily cargo and passenger generation report to the ALCC where the airlift is scheduled. AR 59-106/AFR 76-7 covers the operation of Air Force air terminals and outlines the responsibilities of the shipper and the aerial port for this method of movement.

(3) *Nonscheduled airlift operations.* AFM 2-4 authorizes nonscheduled airlift request procedures for obtaining airlifts which are not included above. Requests are submitted to the ALCC through authorized service component transportation channels. Detailed procedures are developed and published by the unified command.

(4) *Special assignment airlift missions (SAAM).* Units submit requirements for this type airlift through channels to their service headquarters which submits the requests to MAC in accordance with AR 59-8/AFR 76-38. This is normally considered strategic airlift.

c. Theater Tactical Airlift Priority System. According to FM 100-27/AFM 2-50, the unified commander, subordinate unified commander, or joint task force commander establishes priorities and assigns component commanders tasks that will

best accomplish the overall mission. Strategic airlift priorities for cargo and personnel movement are contained in AR 59-8/AFR 76-38. The unified command must also publish directives pertaining to transportation priorities of movement of passengers, cargo, mail, human remains, hazardous material, and high value items.

4-4. Movement Clearance and Coordination

All cargo submitted for movement must meet the air eligibility requirements specified in DOD Instruction 4140.17-M (MILSTRIP) and DOD Regulation 4500.32-R (MILSTAMP). Passengers and cargo must meet the eligibility requirements specified in DOD 4515.13R.

4-5. Support of Airlift Operations

After the initial combat forces have been deployed into a theater of operations, there may be a continuing requirement to move units, conduct airborne operations and provide logistical support via either airland, extraction, or airdrop to include replacement personnel and equipment for these forces. In order to support these various airlift operations, the Air Force establishes various types of aerial port capability within the theater. AFM 2-4 contains general information concerning the responsibilities for aerial ports.

a. Aerial Port of Embarkation (APOE)/Aerial Port of Debarkation (APOD) and Aerial Ports. Major (fixed) aerial ports are normally established to handle strategic resupply and replacement movements and serve as a basic interface points between MAC scheduled strategic airlift and area tactical airlift systems. They are normally located on large airfields and their operations are addressed in AR 59-105/AFR 76-30 and AR 50-106/AFR 76-7. These publications establish the policy for service liaison representatives at these ports to monitor transportation requirements and logistics movements of the service concerned. They also address air terminal agreements negotiated between the supported and supporting services. The responsibilities normally considered in these negotiations include: control and routing of vehicles within the terminal complex; pickup and delivery of cargo; specific points of cargo acceptance by terminal operator and consignee; arrangements for on/off loading of pickup and delivery vehicles; and, special arrangements for cargo clearance. Air terminals are normally operated by the Air Force. Where special circum-

stances make it advisable for another service to operate a terminal, the determination of responsibility is vested in the Chief of Staff, U.S. Air Force.

b. Non-Fixed Aerial Ports and Mobility Teams.

Non-fixed aerial ports are established within a theater of operations to serve as an extension of the airlift system into the combat area. These aerial ports vary in size from several hundred men to one or two man mobility teams depending on the workload. They must be located on large airfields or in forward areas. They may operate over long periods of time or for only a day or two. The specific organization and operational procedures of these aerial ports are prescribed by directives published by the Air Force component of the unified command. Non-fixed aerial ports may handle unit movements, joint airborne operations, air resupply, individual personnel movement, and logistical support.

(1) *Unit movements.* Chapters 2 and 3 describe the responsibilities and procedures of the supported and supporting services in preparation for strategic movements. Similar planning and preparation is applicable to the tactical unit movements conducted within the theater or contingency area.

(2) *Joint airborne operations.* Joint airborne operations involve detailed planning and close coordination. A joint airborne operation involves two or more services in the movement and delivery by air into an objective area of combat forces and their logistic support for the duration of the mission. Early ground linkup with committed airborne forces is frequently a part of an operation. Joint doctrine for conducting joint airborne operations is outlined in FM 57-1/AFM 2-51. Army rigging support procedures are identified in FM 10-8 and aerial port support and DACG procedures are identified in AFR 76-7 and FM 55-12/AFM 76-6. The Air Force trains and provides Combat Control Teams (CCT) to locate, identify, mark and control air traffic on drop and landing zones as specified in AFM 3-3 and FM 57-1/AFM 2-51. The supported service prepares and rigs the equipment for an airdrop and delivers the loads to a designated inspection point where they are jointly inspected as required by AR 59-4/AFR 55-40.

(3) *Tactical aerial resupply.* These operations are normally conducted within the theater. The delivery method may include airland, extraction or airdrop. Resupply operations may entail additional scheduled missions, or flight extensions for move-

ment of supplies in excess of preplanned logistical support, as required to meet special requirements. All movements, whether routine, special, or emergency are coordinated through guidance and movement management functions established by the joint forces commander. The supported service delivers cargo to a jointly designated delivery port, which is normally an aerial port terminal. The terminal operator provides the services spelled out in AR 59-105/AFR 76-30, which usually include such functions as receiving, unloading and loading, storage, documentation processing, and arranging for onward movement of the cargo. The aerial port also maintains and provides the supported service with information on cargo received, held, and shipped. During sustained operations, a joint service liaison office is established which performs an airlift clearing function with the supported services and the terminal operator. This office clears cargo entering the port and monitors, expedites, and diverts shipments as required. It also maintains operationally current data and information necessary to provide the joint forces staff with movement visibility.

(4) *Individual personnel movement.* An individual passenger requiring transportation in a theater must report to an air terminal with valid travel authority. The aerial port will enter the individual into the passenger port level. Unified commands normally publish procedures and establish an advanced booking system for passengers traveling in a duty status. Once airlift is available, the aerial port enters the individual on the manifest in accordance with AFR 76-21, checks any baggage, performs the anti-hijacking inspection required by AFR 60-14 and escorts the passenger to the aircraft.

(5) *Routine resupply.* Most resupply items are ordered and delivered through normal supply channels. These shipments are processed under the provisions of current MILSTAMP, and MILSTRIP published procedures. These publications contain supply and transportation priorities and prescribe the documentation, labels, and other information needed to ship an item through the distribution system.

4-6. Special Category Items

a. Unit Address. DOD 4000.25D is the activity address directory for all DOD units. Each service component and the unified command headquarters in a theater of operations must insure that the cargo documentation arriving within the theater

has the correct location address for the requesting unit. To expedite onward movement of passengers and cargo to final destination it is of utmost importance that a joint agency be established at each major APOE/APOD terminating MAC channel traffic to redirect movement when units move or relocate within the theater.

b. Shipping Hazardous Materials. TM 38-250/AFM 71-4 provides instructions for preparing explosives and other hazardous materials for shipment by military aircraft, to insure that these materials are packaged, packed, marked, labeled, and properly prepared for air transport. The shipper must be familiar with this publication since it is his responsibility to insure that items are packaged correctly. All shipping activities, clearance authorities, DACG, aerial port, movement and transportation personnel must be familiar with the contents of this directive. TM 38-250/AFM 71-4 also applies to the preparation of nuclear materials, except for nuclear weapon major assemblies and nuclear components that are packaged and shipped in accordance with specialized publications.

4-7. Discrepancies in Shipments

AR 55-38/AFM 75-18 provides guidance to the shipper and the Air Force on action to take when a shipment is short, damaged, or in excess of that shown on the manifest. Unified commands are required to publish implementing directives which designate the responsible reporting activities, investigating agency, etc. The publication has a section for CONUS units and a section devoted to procedures required by overseas activities. The required reports, time frames, responsibilities of shipper and aerial port are also listed.

4-8. Management of 463L Pallets and Nets

463L pallets and nets are essential to the airlift system to enable cargo to be handled rapidly and efficiently. Loss of these items at forward operating bases represents a serious problem. AR 59-18/AFR 76-13 states that all DOD activities must return pallets and nets in their possession to the nearest military air cargo terminal unless the unit is authorized to retain them. An exception to this requirement is made for locations where pallets and nets have been prepositioned for the purpose of palletizing cargo prior to delivery to the air terminal. This publication also requires each unit

authorized to use and retain pallets and nets to submit a 463L pallet and Net Control Report to the Air Force single manager each month.

4-9. Mail and Courier Material

Mail accepted into the airlift system will be expeditiously moved from origin to destination. It is the responsibility of the carrier to provide adequate security for all unaccompanied mail tendered by authorized agencies for shipment by air as required by AFR 23-46. Only that mail authorized for movement in accordance with DOD 4515.13R will be moved on MAC Airlift Service Industrial Fund (ASIF) aircraft. Courier material is normally handled by the Armed Forces Courier Service as outlined in AFR 182-14 and 182-25; however, the force commander may designate one service component as responsible for postal and courier operations. It is the shipper's responsibility to advise the transportation agency that a shipment is classified, the degree of classification and whether or not it is a hazardous shipment. If the classified shipment contains hazardous materials, the provisions of TM 38-250 will also be met.

4-10. Prisoner of War Movement

Under the provisions of FM 57-1/AFM 2-51 POWS are moved in accordance with instructions published by the unified command. The Army processes, stages and provides guards.

4-11. Captured Material

During an actual contingency operation, certain captured items are of sufficient interest that its return to the CONUS is desirable. When these items have been identified, they will be processed for air movement in accordance with instructions received from higher headquarters as required by FM 57-1/AFM 2-51. The airlift is informed of the classification, designation and destination of the material to be evacuated.

4-12. Remains of Deceased Personnel

The handling of the remains of deceased personnel is a sensitive responsibility and requires close coordination and cooperation among the preparing agency, the airlift agency and the receiving mortuary. Documenting, handling and communicating requirements are contained in appropriate service directives including AR 638-40.

CHAPTER 5

RETROGRADE

5-1. General

Retrograde cargo is material within a theater that is recoverable, repairable, or otherwise identified, to be moved to another designated location. Retrograde cargo may be airlifted when it meets air eligibility requirements.

5-2. Priority/Selection of Materiel

a. Supplies and items of equipment that are excess, unserviceable, or repairable must be identified and processed through supply channels for disposition, which may include redistribution to other contingency forces, storage, salvage, or retrograde movement to CONUS or other offshore storage or repair facilities. In accordance with AR 755-5 and Air Force supply directives, some materiel will be returned to the CONUS for ultimate disposition. Emphasis is placed on identifying retrograde materiel to take optimum advantage of space aboard returning strategic airlift in accordance with MACR 76-1.

b. The shipping service is responsible for insuring that all cargo offered for airlift meets the eligibility criteria, and that it is marked and documented in accordance with 4500.32R, MILSTAMP.

c. Hazardous materials require additional documentation and certification in accordance with TM 38-250/AFM 71-4. The transportation (movement) priority is determined by the shipping supply activity and the cargo is airlifted in accordance with its priority.

5-3. Movement Forecasting

a. Airlift is a premium mode of movement and a method of determining long and short range user requirements is essential. This requirement is satisfied through the application of AR 59-8/AFR 76-38. Each level of command consolidates requirements from their subordinate command. Total requirements are submitted to MAC.

b. Airlift requirements for outbound traffic (from the CONUS) and inbound traffic (retrograde) are reported simultaneously in the time cycle contained in AR 59-8/AFR 76-38. Require-

ments are submitted for channels identified by the three-letter codes of the originating and terminating station. Identifiers are encoded and decoded in DOD 4500.32R, MILSTAMP.

5-4. Movement Clearance, Documenting and Packing

a. Prior to introducing retrograde cargo into the strategic airlift system, clearance must be obtained from the Airlift Clearance Authority (ACA). In an overseas area, the ACA is a representative of the theater commander. His duties and responsibilities as well as cargo documentation and clearance requirements are contained in DOD 4500.32R, MILSTAMP.

b. The using service is responsible for packing and marking material in accordance with MILSTAMP and applicable service directives such as TM 38-236/AFR 71-8. All previous shipping data will be obliterated or removed from containers prior to offering items for movement.

5-5. Border Clearance Requirements

Compliance with United States border clearance agencies, i.e., Customs Bureau, Immigration and Naturalization Service, Department of Agriculture, and Public Health Service, is a joint responsibility of the shipper service and airlift agency.

a. *Customs Inspections.* The shipping agency is responsible for complying with the inspection, certification and documentation requirements of DOD 5030.49R.

b. *Department of Agriculture.* The Department of Agriculture inspectors are responsible for the control of the importation of plants, plant products, fresh fruits, vegetables, domestic animals, animal products, poultry, hay, straw, and similar materials. The shipper is responsible for insuring that all cargo offered for shipment is free of foreign matter (mud, soil, etc.) and is not infested with insects or rodents. Additional requirements are contained in AR 40-12/AFR 161/4.

5-6. Departure Airfield Operations

Specific airfields have been designated as aerial ports. AR 59-105/AFR 76-30 contains policy and assigns responsibility for aerial port designation and air terminal operations at aerial ports. Functional duties and responsibilities for MAC aerial ports are contained in MACR 76-1, VOL I. Under the industrial fund concept, all cargo offered to MAC (except space available nonchannel cargo and mail) and moved on industrial fund aircraft, with or without commercial augmentation, will be transported on a cost reimbursable basis. Reim-

bursement is made by the military department or sponsoring service. All cargo shipments presented for movement must be properly packed, marked and documented in accordance with existing directives prior to acceptance. After receipt, the cargo is palletized by air terminal personnel and placed in its appropriate channel. When airlift is applied and available, cargo is selected for movement in accordance with movement precedence, date received and destination. After selection for movement, the cargo is manifested and loaded aboard the aircraft.

CHAPTER 6

AEROMEDICAL EVACUATION

6-1. General

This chapter addresses the movement of casualty personnel from the theater or contingency area to an offshore or CONUS medical facility. Contingency area or theater aeromedical evacuation provided by the airlift forces assigned to or for support of the unified/area commander is also covered. The CONUS domestic aeromedical evacuation system operated by MAC is not addressed in this publication.

6-2. Tasking and Allocation

a. Basic doctrine requires the Air Force to provide both tactical and strategic aeromedical evacuation support for contingency forces. US Army organic fixed and rotary wing aircraft augment the overall system, particularly where patient movement from forward to rear combat areas is involved.

b. The Air Force provides air movement of patients from the overseas area to the CONUS and between areas and within a theater of operations when required to augment tactical area command aeromedical evacuation forces. Tactical aeromedical operations conducted within the theater provide interface with the US Army theater hospitals and the USAF strategic aeromedical evacuation system.

c. As discussed in AFM 3-21, strategic aeromedical evacuation service is normally provided by backhaul aircraft from forward locations in the contingency area that are routinely serviced by strategic airlift, provided the volume of patients is sufficient to support the service and the medical treatment casualty staging facilities are adequate. Strategic aeromedical evacuation may operate from other locations within the contingency area when justified.

d. Tactical aeromedical evacuation operations, as discussed in FM 8-8/AFM 160-20, are conducted to provide the support interface noted in subparagraph b and where requirements do not justify extension of the strategic system into forward or low patient volume locations.

e. The allocation of aeromedical evacuation resources through backhaul airlift, route extension, or special mission is based upon forecasted or reported estimates of the number of patients to be moved from location to location within specified time periods. Estimates may be based on current experience or gross aeromedical evacuation factors developed during previous contingencies.

f. Procedures for requesting aeromedical evacuation support within a contingency area may vary slightly depending upon the command structure involved; however, the communication system and the organization for airlift command and control, as discussed in FM 57-1/AFM 2-51, is normally employed for identification of requirements. This may involve use of the Tactical Air Control System (TACS) as described in AFM 2-7 and TACM 55-46.

6-3. Air Force Aeromedical Evacuation Control

a. As discussed in FM 8-8/AFM 160-20 and MACR 76-1, VOL 1, control of strategic evacuation airlift operations involves an Air Force Aeromedical Evacuation Control Center (AECC), normally located in the MAC Airlift Operations Center (AOC) or the contingency area Airlift Control Center (ALCC), to insure firm interlock with the tactical evacuation system supporting the contingency area command. The Joint Military Regulating Office (JMRO), if established, is also located with the AECC to insure effective medical airlift coordination and control. Further information concerning Army and Air Force responsibilities regarding joint efforts involved with aeromedical evacuation may be found in AFM 3-21 and the publications referenced in this paragraph.

b. The basic responsibilities, functions and organization for tactical aeromedical evacuation are covered in AFM 2-4. Air Force liaison officers are attached to the various Army command levels to assist in planning and coordinating aeromedical evacuation. They aid in movement of casualties from forward areas to rear area medical treatment facilities or established strategic evacuation

interface points. Air transportation of sick and wounded within the contingency area is also covered in FM 8-35. This manual covers such matters as the aeromedical evacuation system, criteria for priority of movement, fitness for flight, and preparation of patients. It also discusses planning loads, segregating patients, and conducting patient briefings. MACR 76-1, Vol 1, includes expanded guidance on MAC's aeromedical evacuation operations, including manifesting, movement precedence, and reporting requirements.

6-4. Patient Movement Policy, Priorities and Procedures

a. The administrative details for processing patients are based on medical publications not addressed in this publication. The policy for theater patient evacuation is contained in FM 8-8/AFM 160-20. The Army procedures for selecting pa-

tients for aeromedical evacuation are described in AR 40-5-35/AFR 164-1; this reference and MACR 76-1 also provide instructions for such matters as preparing manifests, processing records, moving patients to the point of airlift, and shipment of patient valuables and personal effects.

b. More information on the Army medical support system as it relates to aeromedical evacuation within a contingency area is available in FM 8-10.

c. The priorities for patient movement (URGENT, PRIORITY, ROUTINE) are explained in DOD 4515.13-R, FM 8-8/AFM 160-20, and MACR 76-1.

d. Procedures related to customs clearance for aeromedical evacuation patients is discussed in DOD 5030.49-R. Anti-hijack inspections of patients is addressed in AFR 60-14.

CHAPTER 7

REDEPLOYMENT

7-1. General

This chapter describes the return of units from deployed locations to their home base or to another theater of operations and is limited to those actions peculiar to redeployment operations. Most of the planning and procedures required during the redeployment will be the same as those in chapters 3 and 5 and are not repeated.

7-2. Planning and Training

These functions may be relatively limited due to involvement of the contingency force in hostile/combat action; however, readiness for return or relocation of forces requires attention to planning, training and execution matters addressed in chapter 2 and 3.

7-3. Customs

a. DOD 5030.49-R establishes Department of Defense policy, prescribes procedures, defines responsibilities, and outlines customs inspections and entry requirements to eliminate the introduction of narcotics, drugs, and other contraband into the United States through DOD channels. Unit commanders must be familiar with the provisions of this regulation and insure that all redeploying troops have been briefed and thoroughly understand the prohibitions, restrictions, requirements, and penalties pertaining to the importation of narcotics, drugs, and other contraband material.

b. AR 608-4/AFR 125-13 outlines those articles and materials that are considered as war trophies that may be introduced into the United States.

Individuals authorized to retain war trophies, including war trophy firearms, must complete DD Form 603, *Registration of US Trophy Firearm* and DD Form 603-1, *War Trophy Registration/Authorization*. These firearms must be put into an inoperable condition for shipment as accompanied baggage within the member's authorized weight limitations.

7-4. Medical Service

Commanders of all echelons are responsible within their jurisdiction and, with the advice of the appropriate technical assistance, for compliance with those regulations established for the purpose of preventing the introduction and dissemination domestically of human diseases. The nature and extent of preventive predeployment procedures to be applied will be determined by the commander of the aerial port of embarkation on the basis of communicable disease, disease vector, or pest conditions existing within the area of command jurisdiction. AR 40-12/AFR 161-4 outlines functions and responsibilities of commanders, including the aircraft commander.

7-5. ALCE Redeployment

As the mission intensity diminishes, the ALCE will develop a plan for phase down of operations within each functional area. Sequence of redeployment, space requirements on depositing aircraft, and return of host furnished equipment must be planned and coordinated well in advance of actual departure. MACM 55-25 provides guidance for ALCE commanders and functional area supervisors for developing roll-up plans.



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APPENDIX A

BASIC PUBLICATION REFERENCE TABLE

Publication titles	Applicable chapters					
	2	3	4	5	6	7
	Predeployment	Deployment	Theater	Retrograde	Evacuation	Redeployment
<u>Department of Defense</u>						
DOD 4000.19M, Defense Retail Interservice Support.	X					
DOD 400.25D, DOD Activity Address Directory.			X			
DOD 4500.32R, Military Standard Transportation and Movement Procedures.			X	X		
DOD 4515.13R, Air Transportation Eligibility		X	X	X		X
DOD 5030.49R, Customs Inspection			X	X	X	X
<u>Joint Service</u>						
AR 1-35/AFR 400-27, Basic Policies and Procedures for Interservice, Interdepartmental and Interagency Support.	X					
AR 40-5-35/AFR 164-1, Worldwide Aeromedical Evacuation.					X	
AR 40-12/AFR 161-4, Medical/Agricultural Quarantine.				X	X	X
AR 55-6/AFR 76-5, Policies/Procedures for Obtaining Passenger Reservations.			X			
AR 55-38/AFM 75-18, Reporting Transportation Discrepancies in Shipments.			X	X		
AR 59-4/AFR 55-40, Use of DD Form 1748, Joint Airdrop Inspection Record.				X		
AR 59-8/AFR 76-38, MAC Requirements, Submissions, Space Assignments and Allocations.		X	X			X
AR 59-18/AFR 76-13, Management of System 463-L Pallets and Nets.	X		X			
AR 59-21/AFR 76-16, MAC Transportation Authorization (MTA).			X			
AR 59-30/AFR 76-8, Revenue Traffic Transported on Department of Defense Aircraft other than Aircraft Service Industrial Fund (MAC).			X	X		
AR 59-105/AFR 76-30, Aerial Ports			X	X		
AR 59-106/AFR 76-7, Operation of Air Force Air Terminals.	X	X	X	X		X
AR 66-5/AFR 182-25, Armed Forces Courier Service: Administration and Operations.			X			
AR 66-6/AFR 182-14, Armed Forces Courier Service Charter.			X			
AR 608-4/AFR 125-13, Control and Registration of War Trophies and War Trophy Firearms.						X
FM 8-8/AFM 160-20, Medical Support in Joint Operations.					X	
FM 55-12/AFM 76-6, Movement of Army Units in Air Force Aircraft.	X	X	X			X
FM 55-13/AFM 76-12, Standard Loads in US Air Force C5 Aircraft.	X	X		X		X

Publication titles	Applicable chapters					
	2	3	4	5	6	7
	Predeployment	Deployment	Theater	Retrograde	Evacuation	Redeployment
FM 57-1/AFM 2-51, Army/Air Force Doctrine for Airborne Operations.	X		X			
FM 100-27/AFM 2-50, US Army/US Air Force Doctrine for Tactical Air Operations.			X	X		
TM 38-236/AFP 71-8, Preparation of Freight for Air Shipment.	X	X	X	X		X
TM 38-250/AFM 71-4, Preparation of Hazardous Material for Military Air Shipment.	X	X	X	X		X
TM 55-450-10-2/AFM 76-4, Standard Loads in US Air Force C-141 Aircraft.	X	X	X	X		X

US Army

AR 220-1, Unit Readiness Reporting System	X					
AR 220-10, Preparation for Overseas Movement of Units (POM).	X	X				
AR 638-40, Care and Disposition of Remains			X			
AR 755-5, Collection, Classification, Consolidation and Processing of Retrograde Materiel.				X		
FM 8-10, Medical Support—Theater of Operations.					X	
FM 8-35, Transportation of the Sick and Wounded.					X	
FM 10-8, Airdrop of Supplies and Equipment in the Theater of Operations.			X			
TM 55-450-15, Air Movement of Troops and Equipment (Nontactical).	X	X				
TM 55-604, Troop Movement Guide	X	X				
Army Subject Schedule 55-44, Air Movement Schedule.	X					
USREDCOM Manual 525-3, Standing Procedures for Joint Operations.					X	
FORSCOM Reg 55-1, Unit Movement Plans and Reports.	X					

US Air Force

AFM 1-1, United States Air Force Basic Doctrine.			X		X	
AFM 2-4, Tactical Air Force Operations—Tactical Airlift.			X		X	
AFM 2-7, Tactical Air Force Operations—Tactical Air Control System (TACS).			X		X	
AFM 3-3, Combat Control Team Operations and Procedures.			X			
AFM 3-21, United States Air Force Strategic Airlift.					X	
AFM 76-2, Airlift Planning Factors	X					
AFM 127-100, Explosive Safety Manual			X			
AFM 143-1, Mortuary Affairs			X			
AFR 23-46, USAF Postal and Courier Service.			X			
AFR 60-14, Preventing/Resisting Unlawful Seizing/Hijacking of Aircraft.		X	X		X	
AFR 76-11, US Government Rate Tariffs			X			
AFR 76-21, Preparation and Use of AF Form 96, Passenger Manifest.	X	X	X			
AFR 76-30, Aerial Ports		X	X	X		X
AFR 122-6, Logistics Movement/Handling of Nuclear Cargo.		X				

Publication titles	Applicable chapters					
	2	3	4	5	6	7
	Predeployment	Deployment	Theater	Retrograde	Evacuation	Redeployment
AFR 127-4, Investigating and Reporting US Air Force Accidents and Incidents.				X		
<u>Other</u>						
MACR 28-2, MAC Mobility/Contingency Planning Policies and Procedures.	X	X	X		X	X
MACR 55-1, C-141 Combat Airlift Operational Procedures.	X	X	X		X	X
MACR 76-1, Vol 1, Transportation Regulation.			X	X	X	
MACR 55-4, C-141 Configuration/Mission Planning Manual.	X	X	X			X
MACR 55-7, Combat Airlift Operations	X	X	X			
MACR 55-26, Configuration/Mission Planning.	X	X	X	X		X
MACR 55-141, Combat Airlift Operational Procedures.	X	X	X	X		X
MACM 55-25, MAC/TAC Airlift Control Element Manual.	X	X	X			X
TACR 400-1, Mobility Planning	X	X				X
TACR 400-11, Administrative and Logistics Instructions for Operations, Plans and Orders.	X	X				X

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